SCHWEIZER 269C Model Guide

The SCHWEIZER 269C is a piston-engine light helicopter. It belongs to the Schweizer 269 family (269A, 269B, 269C, 269C-1, 269D). The sources here are a 269C-1 start-up/shutdown checklist and a tailboom strut and cluster fitting airworthiness directive that covers the 269C. Check the AD compliance records first.

KEY TAKEAWAYS

- The 269 family carries up to 3 people and has a family-level top cruise of up to 100 kt, with range up to 310 nm.
- Family-level maximum takeoff weight is up to 1000 kg and service ceiling up to 14000 ft; these are not 269C-specific figures.
- AD 2003-13-15 covers the 269C tailboom support strut and cluster fittings. Failure could cause loss of control.
- Ask for written proof of every AD inspection, modification and part number fitted.

TAILBOOM STRUT AND CLUSTER FITTING AD

AD 2003-13-15 (Czech CAA-AD-065/2003) applies to the 269C. Cluster fitting lugs need dye-penetrant inspection within 10 hours and then every 50 hours. Kit SA-269K-106-1 ends the repeat inspection. Struts P/N 269A2015 or 269A2015-5 also need 50-hour inspections. Cracked fittings must be replaced before further flight.

WHAT TO VERIFY IN THE RECORDS

Confirm the cluster fitting part numbers and whether Kit SA-269K-106-1 was done. Check the strut part numbers (269A2015-9 or -11 are the replacements named). On the 269C, check that struts 269A2015-5 and -11 were serialized per N-108. Check that Service Bulletin B-277 was done and the AD was logged in the aircraft records.

START-UP AND GROUND RUN (269C-1 CHECKLIST)

The checklist has you engage the rotor at 1500-1600 RPM without adding throttle. Oil pressure must reach a minimum of 25 PSI within 30 seconds. Do not exceed 1600 RPM with the rotor disengaged. The ground run is at 2000 RPM, with a magneto drop of no more than 125 allowed. Run 2 minutes minimum with CHT below 300.

SPECIFICATIONS

Max Mtow Kg	1000
Max Passengers	3

PERFORMANCE

Max Range Nm	310
Max Cruise Speed Kt	100
Max Service Ceiling Ft	14000

SAFETY NOTES

- A failed tailboom support strut or cluster fitting lug could rotate the tailboom into the main rotor blades and cause loss of control (AD 2003-13-15).
- Do not add throttle during rotor engagement. Do not exceed 1600 RPM with the rotor disengaged.
- Cracked cluster fittings are not eligible for the kit modification and must be replaced before further flight.

AI-aggregated guide for the SCHWEIZER 269C · sources: CAA-AD-065/2003 (#101378) · SCHWEIZER 269C-1 STARTUP/SHUTDOWN (#100396) · generated 2026-10-19 · Reference only, not for flight. Check the original documents before relying on this guide.